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SECURITY INFORMATION

REPORT [redacted]
50X1

COUNTRY Czechoslovakia
SUBJECT Bratislava-Vajnory Airfield

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(LISTED BELOW)
SUPPLEMENT TO REPORT NO. 50X1

THIS IS UNEVALUATED INFORMATION

[redacted]

- 50X1
1. Bratislava-Vajnory Airfield [4812N-1712E] was located [Encl. A] six to eight kilometers northeast of Bratislava and about 200 m. west of Dvornik [4812N-1713E]. It was situated 2 - 2½ km. north of the Bratislava-Ivanka Airfield [4810N-1712E] [RC-1310]. Dimensions of the field (which was a parallelogram in shape) were 1,000 m. southwest to northeast, and 900 m. southeast to northwest. The field's altitude (extracted from the pilot's handbook) was 133 m. above sea level.
 2. Bratislava-Vajnory Airfield had formerly been used by CSA as the civilian airfield which serviced the city of Bratislava. In Fall 1951, upon the completion of the Bratislava-Ivanka Airfield, all CSA personnel and equipment were moved from Vajnory to Ivanka. After that, Bratislava-Vajnory was taken over by the Air Force. [redacted] Bratislava-Vajnory was used as an Air Force Advanced Flight Training Base and that, "during good weather", [redacted] to detour this airfield in order to avoid possible collisions with the training aircraft. (Possibly it was a sub-section of the Advanced Flight Training School with head-quarters at Piestany Airfield [4835N-1751E] [redacted])

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SECURITY INFORMATION

SECRET

- 2 -

50X1

3. The airfield had a hard, level, grass surface in good condition. There was no artificial drainage system. [redacted] after the spring thaws this airfield was usually closed for two weeks. Otherwise weather was favorable for year-round flying.
4. The following were obstructions to the field [redacted]
- a. Bratislava Freight Yards, one quarter kilometer to the south west (20 m. obstruction).
 - b. Lower Carpathian Range, 2½ k. to the northwest (642 m. above sea level).
 - c. Village of Dvornik, 200 m. east, (30 m. obstruction).
 - d. South corner of airfield, hangar ruins (10 m. obstruction).
 - e. Airfield hangar [Encl. B, Pt. 5] (15 m. obstruction).
 - f. Three chimneys, two kilometers south of field (40 m. obstructions).
5. The field had the following technical facilities:
- a. The radio transmitters and receivers, the D/F station, and radio beacon facilities which existed in 1950 were moved from this airfield to Bratislava-Ivanka in 1951 [redacted] moved from Vajnory to Ivanka.
 - b. [redacted] following radio facilities available at this field in 1950:
 - (1) ATC-DF-OKR-prijem (receive) (A/G) 333 Kcs, vys. (G/A) 336 Kcs.
 - (2) ADC-DF-OKR-prijem (A/G) 322 Kcs, vys. (G/A) 320 Kcs.
 - (3) ADC- (HF fonie) Bratislava vez 3255 Kcs.
 - (4) RBn-OKR-391 Kcs BCN.
 - c. Telephones were available; teletype facilities which existed in 1950 [redacted]
 - d. A weather station had been available in 1950 [Building, Encl. B Pt. 5].
 - e. Electricity was probably supplied from Bratislava.
 - f. Portable landing lights were available upon request. Permanent perimeter lights existed in 1950. Obstructional lights were installed on all airfield buildings.
 - g. In 1950 repair facilities for minor maintenance were available.
6. [redacted] never observed AAA positions, electronic working devices, or evidence of camouflage at the Bratislava-Vajnory Airfield.

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